

Amendments to the Drawings:

The attached sheet of drawings includes changes to Figures 1 and 2. These sheets, which includes Figures 1 and 2, replace the original sheets including Figures 1 and 2. In Figures 1 and 2, descriptive legends have been provided for each of the structural elements represented by hollow rectangles.

Attachments: Replacement Sheets

REMARKS

By the foregoing Amendment, Figures 1 and 2 and Claims 1-4, 6-8 and 12-14 are amended, and Claim 18 is cancelled. Entry of the Amendment, and favorable consideration thereof is earnestly requested.

Figures 1 and 2 are objected to as not including descriptive legends for each of the structural elements represented in the form of hollow rectangles. Figures 1 and 2 have been amended to include such descriptive legends.

Claims 13, 14 and 18 are objected to as containing informalities. Claims 13 and 14 have been amended to obviate the asserted informalities and Claim 18 has been cancelled.

Claims 1-21 stand rejected under 35 U.S.C. 102(b) as being clearly anticipated by Neuhaus et al. (U.S. Patent No. 5,255,962). Applicant respectfully asks the Examiner to reconsider this rejection in view of the above Amendments and below Remarks.

The present invention relates to an electrically controlled braking system which includes a plurality of brake components, at least one vehicle performance sensor and an arrangement of control units for controlling the plurality of brake components based upon sensor input. All claims of the present application, as amended, require that the system includes at least two distributed electronic control units, and that at least one vehicle performance sensor provides sensor signals to both of these distributed electronic control units.

Applicant respectfully submits that such is not disclosed, taught or suggested in any way by Neuhaus et al. While Neuhaus et al. does disclose that

sensor signals are transmitted from sensors 32, 33 to wheel modules 1, 2, 3, 4, and that these sensor signals may be relayed from wheel modules 1, 2, 3, 4 to central module 5,6, there is absolutely no disclosure, teaching or suggestion that the sensor signals transmitted from any sensor is, or could be, transmitted to two or more of the wheel modules.

Applicant notes that the Examiner asserts, on page 4, second paragraph, that item 22 in Figure 1 of Neuhaus et al. "shows that at least one sensor provides sensor signals to the central control unit and/or the distributed electronic control unit and the second distributed electronic control unit as required." However, Applicant respectfully submits that such is not the case. While a single reference character (i.e., reference character 22) is used, this reference character is used to designate two separate external input lines, one connected to wheel module 1 and another connected to wheel module 2. This becomes clear when one examines the specification and Figure 2 of Neuhaus et al., where it is clearly explained that the signals transmitted over lines 22 are generated at each wheel by a wheel speed sensor 32 and a pressure sensor 33.

Although other types of sensors which may provide signals via input lines 22 are discussed (i.e., brake temperature sensor, brake lining thickness sensor, and brake force sensor), all of these contemplated types of sensors are associated with a single wheel and the signals generated by these sensors are provided to a single wheel module (and perhaps passed to a central controller). Other types of sensors which are contemplated by Neuhaus et al. (e.g., brake pedal sensor, parking brake sensor, vehicle deceleration sensor, steering angle sensor) provide sensor signals only to the central controller, and not even to a single wheel module, never mind two wheel modules.

Thus, Neuhaus et al. does not disclose, teach or suggest in any way a vehicle performance sensor which provides sensor signals to two distributed electronic control units, as is required by all claims, as amended.

Moreover, Applicant respectfully submits that it would not have been obvious to have modified Neuhaus et al. to arrive at the present invention, as claimed. It is well settled that the mere fact that references can be combined or modified does not render the resultant combination obvious unless the prior art also suggests the desirability of the combination or modification. *In re Mills*, 916 F.2d 680, 16 U.S.P.Q.2d 1430 (Fed. Cir. 1990). In the present case, Applicant respectfully submits that there is no such suggestion. Neuhaus et al. contemplates that the wheel modules 1, 2, 3, 4 are used to perform a simple anti-lock or anti-skid function for each wheel (or wheels) with which it is associated. Thus, sensors associated with a first wheel would only provide sensor signals to the one wheel module with which the first wheel is associated, and there would be no reason for the sensors associated with the first wheel to provide sensor signals to other wheel modules to achieve this function. In the case where one wheel module is associated with two (or more) wheels, the sensors associated with the two wheels would both provide sensor signals to the same wheel module, which would then be receiving sensor signals from sensors associated with multiple wheels. However, each sensor would still provide sensor signals to only one wheel module. Again, in the functionality contemplated by Neuhaus et al., there would be no reason for a sensor to provide sensor signals to two wheel modules. As such, there is no suggestion or motivation to modify the system disclosed in Neuhaus et al. to do so. Modifying Neuhaus et al. to arrive at the present invention, as claimed, would require a significant redesign, the only motivation for which can be found in the present application.

For the foregoing reasons, Applicant respectfully submits that all pending claims, namely Claims 1-17 and 19-21, are patentable over the references of record, and earnestly solicits allowance of the same.

Respectfully submitted,



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